



PERU



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PERU - MERCHANT SHIPPING

A. POLICIES

1. The economy of Peru depends heavily on coastal and overseas shipping, which is almost entirely provided by foreign-flag vessels. The laissez-faire policy of the Government merely attempts to provide shipping at points not otherwise served by foreign ships. Merchant shipping and inland water policies are determined and administered by the Ministry of Navy, and are subject to no substantial coordination with policy regarding other forms of transportation.
2. Shipping policy is largely determined by economic rather than political and military considerations.
3. Although direct government subsidies to Peruvian shipping do not exist, state aid is granted in other forms. The exclusion of foreign shipping from coastwise operations (cabotage), for example, is of great advantage to the State-owned Peru Steamship Corporation. The state also aids shipping through the Navy, which provides facilities and lighterage when needed to overcome unloading difficulties caused by the "pacific swell". Preferential treatment is given Peruvian ships by coordinating trucking services with Peruvian ship movements at the new port of Matarani.
4. There is no construction of large ships in Peru. The ships acquired since the war are predominantly U.S. vessels. Labor engaged in local small craft construction and ship repairs, as well as crews of Peruvian flag vessels are subject to the provision that at least eighty percent of any personnel unit must be Peruvian nationals.
6. There is no particular coordination between policies governing Civil Aviation and merchant shipping.
7. While shipping interests may own and operate air carriers, no instance of this appears to exist.

B. ORGANIZATION

1. The Ministry of the Navy is responsible for all merchant shipping and inland waterway policy.
2. The Ministry of the Navy regulates and polices shipping through captains of the ports. A high naval officer directs the state-owned steamship company.
5. The Ministry of the Navy is generally considered to be discharging its responsibilities efficiently in the public interest.

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C. ADMINISTRATION

2. Approval of shipping rates by the Ministry of Finance is required. The schedules proposed by the carriers are usually based on what the traffic will bear.
3. Peru is indifferent toward international shipping pools and is not a party to any international agreements concerning the pooling of traffic, equipment or facilities. International arrangements concerning rates in which Peru has an interest are the West Coast South American Conference for Atlantic and Gulf tariffs, and the U.S. Pacific Coast Tariff Conference.
4. The investigation of marine disasters and shipping accidents is handled by the Navy. Enforcement of port regulations is the responsibility of the respective port captains.
5. The training of civilian shipping personnel and technicians is supervised by the Peruvian Navy, and is carried out under standards meeting Naval requirements for the various service ratings.
6. The usual forms in connection with the registration of vessels are required in Peru, and customary commercial documents pertaining to ships' cargoes are used, but no periodic or special reports need be submitted to the Government by ship operators.